# METHOD AND APPARATUS FOR PROVIDING A HAZARDOUS MATERIAL ALERT

## BACKGROUND

### I. FIELD

[0001] The present invention relates generally to transportation and delivery systems, and more particularly, to a method and apparatus for providing a hazardous materials alert for use with a vehicle transporting hazardous materials.

### II. DESCRIPTION OF THE RELATED ART

[0002] Advances in technology have provided for increased automation in many industries. For example, in the trucking industry, technology has allowed for the shipment and delivery of cargo virtually around the clock. Vehicles now carry and deliver cargo to all parts of the country. For example, cargo-carrying tractor-trailers may be driven hundreds or thousands of miles to reach a delivery site.

[0003] Typically, cargo is loaded into a trailer portion of a tractor-trailer vehicle and driven from point to point along a delivery route by a vehicle operator. Along the delivery route, intermediate stops may occur where portions of the cargo are unloaded for delivery or where new cargo is picked up. To facilitate efficient routing, sometimes a trailer is detached from its current tractor and left at a designated location for pickup by another tractor. The trailer may sit at this intermediate location for various lengths of time while waiting to be retrieved by another tractor. This detachable trailer arrangement allows shippers to plan the most efficient and cost effective routes for the delivery of the cargo. In some cases, the trailer acts as a storage container to store the cargo for an extended period of time.

[0004] Generally speaking, the vast majority of cargo carried by the trucking industry represents food or other consumer goods that do not pose a danger to the public during transportation. However, the trucking industry also transports hazardous materials (HAZMAT) that may pose a threat to the general public or the environment. For example, materials such as fuels, chemicals, oil, waste materials, or other hazardous materials may pose a serious risk to the public in the event of a vehicle accident or malfunction. For example, if a truck carrying a cargo of dangerous chemicals is involved in an accident, leakage of the chemicals may endanger lives or pose a serious risk to the local environment. Therefore, it is very important that emergency and rescue

personnel receive notice of such accidents in a timely fashion. It is also important that rescue personnel are provided with enough information to understand the dangers of such chemicals and any other information necessary to contain the spill and treat affected persons and the environment.

[0005] Currently, vehicles transporting hazardous materials use a placard that is placed on the vehicle to indicate the type of hazardous cargo being transported. However, if the vehicle is involved in an accident, the placard may not be visible to emergency personnel. Also, a simple placard may not provide enough information about the cargo to inform rescuers about necessary treatment procedures. It is also possible that the wrong placard may be placed on the vehicle, thereby further compounding the problem. Furthermore, a simple placard does not provide any notification that an accident may have occurred or help to locate the vehicle in case of an emergency.

[0006] Therefore, what is needed is a system for use by a vehicle transporting hazardous material to alert rescue and emergency personnel, in the event of an accident, vehicle malfunction, or other event, to the dangers of the hazardous material onboard. Ideally, first responders to an accident or vehicle malfunction are notified of the type of cargo being transported and information on how to treat injured persons and/or minimize contamination from the hazardous material.

## SUMMARY

[0007] In one or more embodiments, a hazard detection system comprises methods and apparatus hazardous material alert for use with a vehicle transporting hazardous materials. In one embodiment, the system includes means, such as vehicle sensors, for detecting a hazard event. The hazard event is defined as any event where the hazardous cargo is a potential danger to people or the environment. For example, the hazard event may be based on a vehicle accident, condition of the cargo, an operator command, or a message received from a remote location. In response to the hazard event, the system operates to transmit a hazardous material alert hazardous material alert that contains a variety of information relating to the hazardous cargo. The hazardous material alert provides several functions. First, it provides notification that a hazard event has occurred. Second, it provides information to emergency personnel about the hazardous cargo and treatment procedures. Third, it may optionally provide vehicle location information so that the vehicle can be immediately located in the event of an accident. Furthermore, because the hazardous material alert is a transmitted signal, emergency

personnel can receive the information while they are still at a safe distance from the vehicle.

[0008] In one embodiment, the hazard detection system operates to control one or more vehicle systems in response to the detected hazard event. For example, the system may control the vehicles ignition system or cargo door locks in response to a detected hazard event.

[0009] In another embodiment, a method is provided for transmitting a hazardous material alert for use with a vehicle that is transporting hazardous material. The method comprises detecting a hazard event, and transmitting the hazardous material alert in response to the hazard event, wherein the hazardous material alert includes information relating to the hazardous material.

[0010] In another embodiment, an apparatus is provided for transmitting a hazardous material alert for use with a vehicle that is transporting hazardous material. The apparatus comprises means for detecting a hazard event, and means for transmitting the hazardous material alert in response to the hazard event, wherein the hazardous material alert includes information relating to the hazardous material.

[0011] In yet another embodiment, an apparatus for transmitting a hazardous material alert for use with a vehicle that is transporting hazardous material is provided. The apparatus comprises detection logic that operates to detect a hazard event, and transmission logic coupled to the detection logic, the transmission logic operates to transmit the hazardous material alert in response to hazard event, wherein the hazardous material alert includes information relating to the hazardous material.

[0012] In yet still another embodiment, a computer-readable media is provided that comprises instructions for execution by a hazard detection system that is used with a vehicle transporting hazardous material. The instructions, when executed by the hazard detection system, cause a hazardous material alert to be transmitted. The computer-readable media comprises instructions for detecting a hazard event, and instructions for transmitting the hazardous material alert in response to the hazard event, wherein the hazardous material alert includes information relating to the hazardous material.

## BRIEF DESCRIPTION OF THE DRAWINGS

[0013] The foregoing aspects and the attendant advantages of the embodiments described herein will become more readily apparent by reference to the following

detailed description when taken in conjunction with the accompanying drawings wherein:

[0014] **FIG. 1** shows a vehicle that includes one embodiment of a hazard detection system for detecting a hazard event associated with a vehicle;

[0015] **FIG. 2** shows a detailed functional diagram of one embodiment of the detection system of **FIG. 1**;

[0016] **FIG. 3** shows one embodiment of a method for operating a hazard detection system in a vehicle that is transporting hazardous materials; and

[0017] **FIG. 4** shows one embodiment of a hazardous material alert for use with the detection system of **FIG. 1**.

## DETAILED DESCRIPTION

[0018] The following detailed description describes a hazard detection system, including methods and apparatus for providing an hazardous material alert for use with a vehicle that is transporting hazardous material. The vehicle includes communication logic that allows the detection system to wirelessly transmit information about the vehicle's status and/or hazardous cargo. It should be understood that the described detection system could also be used in conjunction with virtually any type of vehicle including, but not limited to, trucks, buses, trains, aircraft, automobiles, and watercraft.

[0019] FIG. **1** shows a vehicle **100** that includes one embodiment of a hazard detection system **112**. The vehicle **100** in this example comprises a tractor-trailer, commonly used in the long-haul trucking industry to transport goods from shippers to consignees. The vehicle **100** comprises a mobile communication terminal (MCT, not shown) for communicating with one or more remote locations using, in this embodiment, a satellite-based wireless communication system. Other types of wireless communication systems could be used in the alternative, or in addition to, the satellite communication system, such as a terrestrial cellular communication system, a wireless packet data communication system, radio frequency communication system (e.g., FM, AM, LMR systems), and so on. The satellite communication system provides two-way communications between vehicle **100** and third parties, such as a fleet management center or dispatch center, family members, governmental authorities, consignees, shippers, and so on. Generally, the MCT resides onboard a tractor portion of the vehicle **100** so as to be easily accessible by the vehicle operator, although the MCT could be located anywhere on vehicle **100**.

[0020] The trailer portion of the vehicle **100** includes hazardous detection system **112** for detecting a hazard event and for broadcasting a hazardous material alert when a hazard event is detected. A hazardous material alert generally comprises a wireless transmission that contains information relating to any hazardous material being transported by vehicle **100**, shown in FIG. **1** as hazardous cargo **110**. In one embodiment, the hazardous material alert is broadcast locally, having a relatively short range of, for example, 1000 feet. In another embodiment, the hazardous material alert is transmitted over the satellite-based communication system, either through the MCT, or by using a dedicated transmitter to hazardous detection system **112**.

[0021] In one embodiment, remote location **102** comprises a central processing center, otherwise known as a central station, hub, or network management center (NMC), and serves as a central communication point between MCT-equipped vehicles and their respective dispatch centers, other designated office(s), shippers, consignees, governmental authorities, family members, and so on. For example, remote location **102** passes communications between remote location **104** and vehicle **100**. In this embodiment, remote location **104** comprises a vehicle dispatch center that generally monitors and controls a fleet of vehicles similar to vehicle **100**.

[0022] Communications between remote location **104** and vehicle **100** may further be passed to one or more other remote locations, such as remote location **106**. Remote location **106** comprises one of any number of interested third parties that are interested in communications between remote location **104** and vehicle **100**. For example, remote location **106** could be another designated office of remote location **104**, a shipper of goods being carried by vehicle **100**, a consignee of goods being carried by vehicle **100**, a governmental unit, an individual, and so on. Communications among remote locations **102**, **104**, and **106** may be carried out by any known communication techniques, including telephone, Internet, dedicated lines, wireless links, and so on.

[0023] The MCT located on vehicle **100** transmits and receives communications wirelessly using, in one embodiment, a satellite-based wireless communication system to communicate with remote location **102.** Other wireless systems could be used in addition or in the alternative, such as an analog or a digital cellular telephone system, an RF communication system, or a wireless data communication network, such as a cellular digital packet data (CDPD) network. In other embodiments, the MCT may communicate directly with interested parties, such as remote locations **104**, and **106**, without communicating through remote location **102**. Thus, it is possible for

information determined by the detection system **112** to be transmitted to one or more entities associated with the satellite-based wireless communication system.

[0024] The detection system **112** is shown in FIG. **1** as being located in a trailer portion of the vehicle, however, the detection system **112** may alternatively be located in a tractor portion of the vehicle. In one embodiment, the detection system **112** has a communication link that connects it to an on-board MCT to allow communication between the detection system **112** and central station **102** via the MCT.

[0025] The detection system **112** also comprises connections to one or more vehicle systems and/or vehicle sensors. For example, the detection system **112** may have connections to vehicle systems, such as lights, horns, alarms, ignition or other engine systems, and/or cargo mechanisms, such as door locks, fire control systems, heating or cooling systems, environmental detectors (e.g., a Geiger counter, a temperature sensor, a smoke detector, a pressure sensor), or other cargo related systems. The detection system **112** may also have connections to various vehicle sensors, such as engine sensors, accelerometers, temperature sensors, speed sensors, position sensors (i.e., GPS system), roll-over sensors The detection system **112** uses the information from these sensors to determine if a hazard event has occurred, i.e., whether the hazardous cargo **110** poses a health or environmental threat.

[0026] The detection system **112** also comprises a local transmitter that operates to transmit an hazardous material alert to provide information about the vehicle and its hazardous cargo to emergency personnel. For example, the hazardous material alert may be transmitted via an AM or FM carrier signal, or using citizen-band (CB), short-wave, or other emergency broadcast channels. In one embodiment, the hazardous material alert is transmitted only a short distance, for example, the hazardous material alert may be transmitted less than 1000 yards. In another embodiment, the hazardous material alert may be transmitted hundreds of miles. For example, if the detection system **112** is used aboard a sea-going vessel that is transporting hazardous materials, the detection system may include a high-powered transmitter to transmit the hazardous material alert over extremely long distances.

[0027] The hazardous material alert may be received by emergency and rescue personnel to allow such responders to determine the vehicle's location, type of hazardous cargo, status of the cargo, containment and/or treatment procedures, or any other information concerning the vehicle or the hazardous cargo.

[0028] FIG. **2** shows a detailed functional diagram of one embodiment of the detection system **112**. The detection system **112** comprises detection logic **202**, timing logic **204**, message processing logic **206**, transmitter **210**, and memory **208**. The detection system **112** may also comprise an optional battery **212**. The battery **212** and transmitter **210** allow the detection system **112** to operate in a stand-alone mode (i.e., without vehicle power) to provide an hazardous material alert to local rescue personnel in case of a vehicle accident or malfunction. For example, in one embodiment, the detection system **112** is located in a detached trailer portion of a vehicle. In this embodiment, the detection system **112** continues to operate by supplying it own power and communication transmitter. Thus, it is possible for the detection system **112** to detect a hazard event and provide an hazardous material alert as described herein.

[0029] It should be understood that the elements shown in FIG. **2** are for illustrative purposes only, and that implementation of the detection system **112** could be achieved in one of any number of ways using greater or fewer functional elements. For example, detection logic **202**, timing logic **204**, and message processing logic **206** could all be implemented in a computer program executed by one or more processors.

[0030] The detection logic **202** may comprise a processor, CPU, gate array, logic, discreet circuitry, software, or any combination of hardware and software. The detection logic **202** includes input logic to receive various operator inputs **214** and vehicle sensor inputs **216**. For example, the detection logic **202** receives operator inputs from user input devices located at the vehicle and sensor inputs **216** from the sensors located on the vehicle or the cargo. The detection logic **202** may also be connected, via communication link **218**, to a MCT if one is located on the vehicle. This connection allows the detection logic **202** to send and receive information using a wireless communication system, typically communicating over a distance of many miles.

[0031] In one embodiment, the detection logic **202** operates to execute instructions stored in the memory **208** to perform the functions described herein. The instructions may be stored in the memory **208** during manufacture of the detection system **112**. In one embodiment, the instructions are stored on a computer-readable media, such as a floppy disk, hard disk, CDROM, flash memory, or any other type of computer-readable media. The instructions on the computer-readable media may be retrieved and executed by the detection system **112**, for example, via the input **214**. In one embodiment, the instructions are downloaded from the computer-readable media to the detection system **112** and stored in the memory **208** for later execution. Thus, in one embodiment, the

detection system **112** operates to execute instructions stored on a computer-readable media to perform the functions described herein.

[0032] The timing logic **204** may comprise a processor, CPU, gate array, logic, discreet circuitry, software, or any combination of hardware and software. The timing logic **204** operates to measure predetermined time periods. The detection logic **202** is coupled to the timing logic **204**. The detection logic **202** provides a control signal **220** to the timing logic **204** to control the operation of the timing logic **204**. The timing logic **204** provides a completion signal **222** to the detection logic **202** to indicate that a predetermined time period has been completed.

[0033] In one embodiment, the control signal **220** includes control information to control the operation of the timing logic **204**. For example, the control information operates to clear, preset, reset, activate, suspend, or otherwise control the operation of the timing logic **204**. Alternatively, or in addition, the control signal **220** comprises information indicating a length value for the predetermined time period that the timing logic **204** will measure. For example, in one embodiment, a vehicle operator may input a length value for the predetermined time period into the detection logic **202** using the operator input **214**. In another embodiment, a length value for the predetermined measurement time period may be stored in the memory **208** and retrieved by the detection logic **202**. The detection logic **202** uses the length value to control the timing logic **204**, via the control signal **220**, to measure a measurement time period equivalent to the length value.

[0034] The message processing logic **206** may comprise a processor, CPU, gate array, hardware logic and/or discreet circuitry, software, and/or any combination of hardware and software. The message processing logic **206** is coupled to the detection logic **202** to receive a message control signal **224**. The message processing logic **206** operates to generate messages used during operation of the detection system **210**. In one embodiment, messages are stored directly in the message processing logic **206**. In another embodiment, messages are stored in memory **208** and are sent to the message processing logic **206** via the message control signal **224**. In another embodiment, the memory **208** is coupled directly to message processing logic **206** and messages are accessed directly as needed. In another embodiment, the message processing logic **206** assembles specific messages from real-time information sent in the message control signal **224**, such as the current time. Thus, the message processing logic **206** may use

virtually any combination of stored and real-time information to generate the various messages output from the detection system **112**.

[0035] During operation of the detection system **112**, the detection logic **202** operates to detect that a hazard event has occurred. A hazard event is an event that indicates that the hazardous cargo being transported by the vehicle may create a dangerous risk to people or the environment. In one embodiment, the hazard event is an event that occurs to the vehicle or the hazardous cargo **110** itself. For example, the hazard event may comprise an accident, a vehicle malfunction, or contamination that is detected by one or more vehicle sensors. In another embodiment, the hazard event is based on input from the vehicle operator. For example, the vehicle operator may input an emergency code into the detection logic **202** via the operator input **214** and the emergency code indicates that a hazard event has occurred. In another embodiment, the hazard event is based on input received from a remote location. For example, central station **102** may transmit an emergency code to the vehicle via an MCT located on the vehicle. The MCT relays the emergency code to the detection system **112** via the link **218**. In response to the emergency code, the detection logic **202** determines that a hazard event has occurred.

[0036] Once the detection system **112** has determined that a hazard event has occurred, the detection system **112** operates to respond by performing one or more response functions. In one embodiment, when a hazard event is detected, the detection system **112** responds by transmitting one or more hazardous material alerts hazardous material alert **228**. A hazardous material alert **228** comprises information relating to the hazardous cargo, vehicle, vehicle location, type of hazard event, time, and/or any other relevant information. For example, the detection logic **202** detects a hazard event and outputs a message control signal **222** to the message processing logic **206**. The message processing logic **206** processes the received message control signal, and in response, outputs the hazardous material alert **228** that is transmitted by the transmitter **210**.

[0037] In another embodiment, the detection system **112** responds to a detected hazard event by outputting one or more vehicle messages **226** that are used to control one or more vehicle systems. For example, when the detection logic **202** detects the hazard event, the detection logic **202** outputs a message control signal **224** to the message processing logic **206**. The message processing logic **206** processes the received message control signal, and in response, outputs one or more vehicle messages **226**. The vehicle messages **226** are processed by vehicle control systems to perform vehicle

functions, such as activate an alarm, activate warning lights, activate door locks, or activate a hazard protection system, such as a fire control system.

[0038] In another embodiment, the detection system **112** responds to a detected hazard event by outputting one or more status messages that are transmitted to a remote location using a transmitter other than transmitter **210**. For example, when the detection logic **202** detects the hazard event, the detection logic **202** may output one or more status messages to the MCT via the link **218** for transmission to central station **102**. Thus, it is possible for the detection system **112** to alert personnel at central station **102** when a hazard event occurs.

[0039] In one embodiment, central station **102** transmits one or more response messages to the detection system **112** in response to receiving a status message. For example, if the detection system **112** transmits a status message to the central station to inform the central station that a cargo temperature has exceeded a predetermined threshold, the central station may respond with a response message that instructs the detection system **112** to activate one or more vehicle systems or to transmit the hazardous material alert. The received response messages are input to the detection system **112** from the MCT via the link **218**.

[0040] In one embodiment, the detection system **112** uses the timing logic **204** to measure predetermined time intervals that are used perform various functions. For example, in one embodiment, the detection logic **202** controls the timing logic **204** via the control signal **220** to measure a response time period. In one embodiment, the response time period is used to determine when a hazardous material alert **228** should be transmitted. For example, after a hazard event is detected, a response time period is measured by the timing logic **204**, and at the expiration of the response time period, a hazardous material alert **228** is transmitted from the detection system **112**. The detection system **112** may use the timing logic **204** to time any type of function, for example, how fast to transmit a hazardous material alert **228**, how long to transmit, or to determine when to activate or deactivate one or more vehicle systems.

[0041] The detection logic **202** can generally process the sensor inputs **216** at any time to determine whether a hazard condition has occurred. For example, in one embodiment, the detection logic **202** controls the timing logic **204** to measure a measurement time period whose expiration triggers the detection logic **202** to determine a cargo state. For example, the detection logic **202** may control the timing logic **204**, via the control signal **220**, to measure a one-hour measurement time period. At the

expiration of the hour, the timing logic **204** generates the completion signal **222**. The completion signal **222** triggers the detection logic **202** to determine the cargo state (i.e., the cargo temperature). The determined cargo state may then be further processed by storing it in memory **208**, and/or by comparing it to one or more previous cargo state values stored in the memory **208**. Thus, the detection logic **202** may store and track a history of cargo states to determine when cargo state changes occur, and thereby determine a hazard event. For example, a hazard event may occur when the cargo temperature increases by twenty degrees from its initial temperature.

[0042] FIG. **3** shows one embodiment of a method **300** for operating a hazard detection system in a vehicle that is transporting hazardous materials. The method **300** is suitable for use in one or more embodiments of a hazard detection system as described herein. For the following description, it will be assumed that a hazard detection system is installed in a trailer portion of a vehicle that is carrying hazardous cargo to be delivered to one or more delivery sites. For example, the vehicle may be a tractor-trailer truck carrying a hazardous cargo of chemicals to be delivered to one or more locations along a delivery route. Furthermore, it is assumed that the vehicle includes MCT communication logic to communicate with a central station using a wireless communication channel.

[0043] At block **302**, the detection system on the vehicle is initialized. For example, information relating to the hazardous material to be transported is stored in memory **208**. This information may comprise an identification of the type of hazardous material to be transported, a danger level associated with the hazardous material, containment procedures, temperature/humidity requirements for storage of the hazardous material, treatment procedures, contact information of key personnel associated with the hazardous material and/or its transport, alert information such as the duration of the alert, a repetition rate of the alert, the signal strength of the alert, etc. In some cases, a manifest associated with the hazardous cargo to be transported is used to provide this information. The manifest may contain information about the type of hazardous material, the weight of the material, where the material is being shipped, loading information, storage information, and unloading information, etc.

[0044] The initialization information may be downloaded into the detection system **112** via the operator input **214** or any other direct input to the detection system **112**. In another embodiment, the information is transmitted to an MCT located on the vehicle

and is downloaded into the detection system **112** via the MCT link **218**. Once downloaded, the information may be stored in the memory **208**.

[0045] At block **304**, the vehicle commences its delivery route with the hazardous cargo **110** onboard. The vehicle may be a dedicated vehicle with only one scheduled stop, or the vehicle may be scheduled to make multiple stops along a predefined delivery route to deliver portions of the hazardous cargo at each stop.

[0046] At block **306**, detection system **112** receives a signal indicating that a hazard event has occurred. The hazard event comprises an event which causes the hazardous cargo **110** to become dangerous to the environment or to health (e.g., a chemical spill or radiation leak) and may be generated in response to a vehicle accident, vehicle malfunction, a vehicle operator command, a command received from central station **102**, or any other event that causes hazardous cargo **110** to become dangerous. For example, if the vehicle is involved in an accident, an accelerometer may sense a sudden deceleration of the vehicle and send a signal to detection system **112** via sensor input **216** indicative of the event. In another example, if the hazardous cargo **110** must be maintained at a specific temperature, a temperature sensor may monitor the cargo temperature and determine that a hazard event has occurred if the temperature exceeds a predetermined threshold. Virtually any information available to the detection system **112** can be used to determine and/or define a hazard event. If a hazard event is not detected, the method **300** proceeds back to block **304**. If a hazard event has occurred, the method **300** proceeds to block **308**.

[0047] At block **308**, ahazardous material alert is transmitted from the detection system in response to the detection of a hazard event. For example, in response to a detected hazard event, the detection logic **202** outputs a message to the message processing logic **206**, which in turn, outputs the hazardous material alert **228** for transmission by the transmitter **210**. In one embodiment, the information contained in the hazardous material alert **228** is determined by information that was stored in memory **208** during the initialization process (block **302**). For example, the information contained in the hazardous material alert may identify the type of hazardous cargo, describe containment procedures, describe treatment procedures, and provide the time/location that the hazard event occurred. Any other relevant information available to the detection system **112** may be contained in the hazardous material alert **228** as well.

[0048] In one embodiment, the power level of the hazardous material alert transmitter **210** is controlled by the initialization information. For example, based on the type of

hazard event, the hazardous material alert is transmitted by the transmitter **210** at a different power level. Thus, if the cargo is extremely hazardous or the location of the hazard event is remote, the power level of the transmitter **210** may be increased based on information contained in the initialization of the detection system **112**.

[0049] In another embodiment, the timing of the hazardous material alert message **228** may be controlled. For example, the detection logic **202** controls the timing logic **204** to determine predefined time intervals. These predefined time intervals may be used to control when the alert is activated, duration of the alert, repetition rate of the alert, or any other alert timing parameters.

[0050] At block **310**, the detection system may optionally operate to control selected vehicle systems in response to the detected hazard event. For example, the detection system **112** may activate a fire control system, secure or open cargo door locks, or activate/deactivate any other vehicle system. In one embodiment, the detection logic **202** of the detection system controls the vehicle systems by outputting messages to the message processing logic **206**, which in turn, outputs vehicle messages **226** that are used to control selected vehicle systems. Thus, in response to a detected hazard event, the detection system **112** may operate to control any type of vehicle system.

[0051] At block **312**, the detection system may optionally operate to send a message to a remote location using a transmitter other than transmitter **210** to inform the remote location about the detected hazard event. For example, the detection logic **202** may send a message via the link **218** to the on-board MCT for transmission to central station **102** via a wireless communication channel. Thus, it is possible for the detection system **112** to inform personnel at central station **102** about the hazard event, the location of the vehicle, or other relevant information.

[0052] At block **314**, the detection system may optionally receive instructions from a remote location for initiating the hazardous material alert, and/or controlling one or more vehicle systems. For example, the detection system **112** may receive instructions transmitted from central station **102** to an on-board MCT in response to message sent by the MCT. The instructions are input to the detection system **112** via the link **218**. The detection logic **202** operates to interpret the instructions and perform the requested function(s). The function(s) may comprise controlling a vehicle system, such as a fire control system, or to initiate and/or alter characteristics associated with the hazardous material alert, for example, by providing additional information to be transmitted in the alert.

[0053] FIG. **4** shows one embodiment of a hazard hazardous material alert message **400** for use with the hazard detection system **112**. The hazardous material alert message **400** is transmitted from the detection system **112** in response to a detected hazard event. The hazardous material alert message **400** comprises a message header **402**, event time **404**, current time **406**, vehicle position **408**, hazard type **410**, danger level indicator **412**, and treatment procedures **414**. It should be noted that the information shown in the hazardous material alert **400** is only a partial list of the types of information that may be included in the alert. Virtually any type of information available to the detection system **112** may be contained in the hazardous material alert **400**.

[0054] A hazard detection system for use with a vehicle has been described that operates to provide an hazardous material alert in response to a hazard event. Accordingly, while one or more embodiments of a hazard detection system have been illustrated and described herein, it will be appreciated that various changes can be made to the embodiments without departing from their spirit or essential characteristics. Therefore, the disclosures and descriptions herein are intended to be illustrative, but not limiting, of the scope of the invention, which is set forth in the following claims.

I CLAIM: